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No. 14,268

The China Mail.

ESTABLISHED 1842

五六月正年九零百九千一英

HONGKONG, WEDNESDAY, JANUARY 6, 1909.

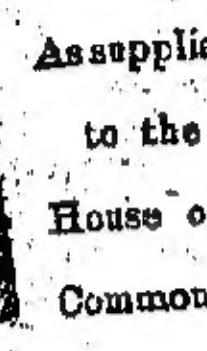
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SCOTCH WHISKY.

SOLE AGENTS IN
HONG KONG, CHINA & MANILLA.
A. S. WATSON & CO., LTD.
Hongkong, May 1, 1907.

Y. M. C. A. PARLIAMENT.

Mr E. B. Cubey introduced a bill at the Y.M.C.A. Parliament on Tuesday evening to provide for the payment of members. Messrs Dale, P. Currie, and Troakes spoke in support of the measure and Captain Brown, Mr R. A. Lower, Captain Baker and Mr J. McPherson spoke against it. The bill was subsequently rejected.

Mr J. McPherson was appointed the new Premier with Mr Troakes as Leader of the Opposition.

A meeting of the Debating Society was subsequently held when it was decided to vote a sum of \$25 towards clearing off the debt on the Y.M.C.A.

ORGAN RECITAL.

There was a large congregation at St. John's Cathedral on Tuesday afternoon when Mr Denman Fuller, F.R.C.O., continued his series of organ recitals. The programme was well chosen in point of variety and embraced compositions which are acknowledged to conform to the requirements of the highest and best musical standards. Wely's Postlude was sympathetically treated, while of the remaining numbers given by Mr Denman Fuller the two short pieces by MacDowell, providing an effective contrast in themes, were quite the best. England's leading present-day composer, Sir Edward Elgar, was represented by his well-known Imperial March.

Mr Denman Fuller had the assistance of Miss Ballito as vocalist, and her contributions to the programme were greatly enjoyed. She was in fine voice, and her rendering of two such favourite airs as "Angels, ever bright and fair," (Handel) and "With verdure clad," (Haydn) evidently met with general favour.

H.M.S. KING ALFRED AT
SAIGON.

A Hearty Reception.

It was a few minutes past three o'clock in the afternoon of December 21, says *L'Indochine Francaise*, after having saluted, that the magnificent cruiser H.M.S. King Alfred majestically entered the port of Saigon. The French cruiser returned the salute, and some two hours later communication was established with the shore.

At 4.30 p.m. Admiral Perrin went on board the King Alfred on a visit of courtesy to Vice-Admiral Sir Hedworth Lambton and was received on board with great ceremony. Subsequently Sir Hedworth Lambton accompanied by M. O'Connell went for a motor ride in a car which had been placed at the disposal of the distinguished visitors.

The following morning M. O'Connell accompanied by M. de Cappe also called on Vice-Admiral Lambton and later in the day His Excellency the Governor was received with great honour on board the King Alfred, after which His Excellency gave a dinner at Government House and the party visited the theatre in the evening.

In a brief address Vice-Admiral Sir Hedworth Lambton expressed himself as being profoundly pleased with the great reception accorded to them.

Admiral Perrin and officers of D'Entrecasteaux congratulated Admiral Lambton and officers of H.M.S. King Alfred to dinner and amongst those present were His Excellency the Governor of Cochin China, Admirals Richard Boyce and Perrin, General Gordon, besides many other distinguished persons.

During the stay of the King Alfred a football match was played between representatives of the cruiser and a team drawn from the several sporting clubs in town. Everywhere the name of the King Alfred was repeated with the greatest enthusiasm.

H. M. S. King Alfred's Second and third anniversaries will be celebrated in 1910.

COLONIAL SOCIETY PUBLISHED

THE CHINA MAIL

THE CHINA MAIL

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Hongkong, December 12, 1908.

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A Valuable Remedy for Influenza, Colds, Bronchitis, Asthma, and all Diseases of the Chest and Lungs—Price \$1.00 per Bottle.

Aniseed and Licorice Cough Balsam

For the Relief of Coughs, Colds, Hoarseness and Soreness of the Chest—50 cts. and \$1.00.

Martin's Mixture

A specific for Influenza, Hay Fever, Cold in the Head—Price \$1.

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Hongkong, April 1, 1908.

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ALL KINDS OF WORK DONE FOR AMATEURS.
VERY FINE PANORAMIC VIEWS OF HONGKONG.
8A, QUEEN'S ROAD CENTRAL.

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Nos. 47, 48 and 49, CONNAUGHT ROAD CENTRAL.
SHIP-CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL
MERCHANTS, &c., &c., OF FIFTY YEARS STANDING.
SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL.
FRANCISCO TSE YAT, General Manager.
Hongkong, August 12, 1908.

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TYPEWRITERS
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Hongkong, January 27, 1908.

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IT IS THE STRONGEST AND MOST POWERFUL
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For the bottoms of Vessels and Boats and for the Coatings of all Wooden Structures of Wharves and Docks. Penetrates deep into the wood, thus rendering same immune against attacks of the Teredo, Barnacles, Marine Growth, etc.

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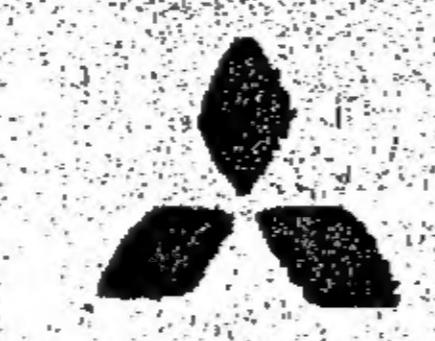
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Hongkong, August 3, 1908.



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LARGE BEDROOM with Bathroom attached. Unfurnished and without board. Upper Level preferred.

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Hongkong, December 30, 1908.

COMMERCIAL UNION ASSURANCE CO. LTD.

MR. PERCY TESTER has been appointed LOCAL MANAGER of the above Company's HONGKONG BRANCH from this date.

W. H. TRENCHEARD DAVIS,
Manager for China.

Hongkong, January 1, 1909.

NOTICE.

The undersigned having purchased the GOODWILL FURNITURE and EFFECTS of the BUSINESS of a Hotel and Boarding-house located on No. 14 Queen's Road Central under the name of CONNAUGHT HOUSE, have given notice to the HONGKONG HOTEL & BOARDING-HOUSE COMPANY LTD. to take possession of the premises on or before the 1st day of January, 1909.

John J. Abbott.

JOHN J. ABBOTT.

JAPANESE COMPETITION
WITH WESTERN SHIPPING.

The very rapid progress which Japan has made in shipbuilding and in the shipping industry has caused British shipbuilders and shipowners some very serious thought as to their future relations with the Japanese with regard to those industries. Their relations will, in great part, be decided by economic conditions, including under these, of course, the cost of materials and of wages, and the efficiency of labour; and the variation of these factors, from time to time, should be carefully noted.

In the papers recently received from the Far East there is an account of an interview with Mr. W. Clark, who, for the past twelve years, has been naval architect and advisor to the Mitsubishi Dockyard at Nagasaki, in which he says that he has no fear whatever of either Japanese or Chinese competition in either the shipping or the commercial field, as these nations will have quite enough to do to hold their own.

He admits that the Japanese may for some time compete successfully upon the Pacific with our shipping, and perhaps in European waters as well; but he questions if that will continue, as labour is going up all round. He, however, gives them great credit for their workmanship, for the Japanese as a workman is a very perfect worker in iron, and makes a very skilful engineer. He is careful in point of detail, although it takes more men to accomplish the same amount of work, as man for man, they are not at all equal to the skilled European; but when placed against the European for good and thorough workmanship, they can hold their own, for they are exceedingly careful and extraordinarily good in their handicraft, although they are not originators, nor are they inventive.

Mr. Clark thinks that where the Japanese fail is in their management, owing to their lack of practical men and men of long experience in the departments; but, of course, that is a defect which will be remedied.

At the present time all their superintendence is entrusted to young men who come from the colleges; and while these men are very clever draughtsmen, and are perfect in theory, their great lack is in practical experience, a master which tells very seriously indeed in the cost of their work.

Mr. Clark thinks that until they train men to undertake the general management of their works, as we do, they will never compete successfully with us in our peculiar fields, and he does not think that this will happen for a long time to come, and he has not the slightest fear that they will eventually drive us commercially from the seas.

Not only is the cost of labour increasing, but taxation is also becoming heavier, and so the Japanese have not been able to manufacture all the raw material which enters into the construction of their vessels, and all the plates and parts have come for the most part from Scotland and the North of England, although the Government foundries at Wakamatsu are about to supply material for shipbuilding purposes.

Mr. Clark says that the Japanese warship is quite as good as any in the world, and a great many of them were built in England, and when they put together their own ships they make a very close copy of the English models. They, moreover, have had an advantage which no other great Power has had, having passed through a formidable war, and consequently they will probably make changes in the construction of their ships that may place them in advance, of other nations.

In the design of their dockyards they have come very much to the front, and the Kure Dockyard, in the Inland Sea, between Moji and Kobo, is very fine indeed in every detail. It is well equipped, and they have here established an immense arsenal, making their own armour-plating.—Engineering.

The biggest private Christmas tree ever seen in England was one which the Duke of Norfolk had cut from his own estate and conveyed, with much trouble, to Arundel Castle. It stood seventy feet high, weighed nearly four tons, and bore on its branches presents to the value of £4,500. The Christmas tree which Queen Victoria gave soon after her marriage to the Prince Consort was forty feet high, and its crop of gifts was valued at something like £20,000.

The Franco-British Exhibition building is to become a kind of music hall. The London County Council sat on Nov. 27 at the licensing authority to receive the report of its committee on applications for licences for music, dancing, and stage plays. A provisional licence for music and dancing was granted to the Franco-British Exhibition Company, subject to an undertaking that no intoxicating liquor should be sold or consumed in any part of the premises used as a music hall or for a variety entertainment, and to the provision of adequate free lavatory accommodation.

Dr. W. L. Abbott, an American scientist, after six years of exploration, has emerged from the wilds of Sumatra with specimens of many species of mammals. Among these figures a large and wonderful orang, which has been named Pongo Abalina.

A number of specimens ranging from youth to old age were obtained. In colour the animals vary from dark brown to grey, with variations throughout the same species and family.

The hair on the head is dark, and the beard, white. The tail is long and bushy.

The skin of the orangutan is thick and wrinkled, and the flesh is very lean and tough.

It is the largest of the apes, and the strongest, and is said to weigh about 400 lbs.

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SOCIAL AND PERSONAL.

Dr. William Alfred Elliot, who was President of the British Medical Association from 1900 to 1901, died at his residence on November 27, aged 68.

Mr. Claude King, who was recently in the Far East with the Landman Comedy Company, is now playing a leading part with Mrs. Patrick Campbell at the New Theatre, London, in Mr. W. B. Yeats' striking Irish legendary play "Deirdre."

Major-General G. A. Hadfield, Army Service Corps, who has just been promoted to that rank, gets a higher appointment in South Africa as Chief of the Administrative Staff. Although he has had very many important Staff appointments, both at home and abroad.

It is now a matter of common knowledge, says the *China Times*, that Mr. Hopkins' retirement from the position of Consul General in Tientsin dates from September 1 last and that Sir Alexander Hosie has been gazetted as Consul-General at Tientsin. Sir Alexander is not, however, likely to take up his duties here for some time to come.

The adjutancy of the 3rd Battalion Middlesex Regiment, Singapore, which has been vacated by Captain Cunningham at the close of his three years' tenure, has been given to a very smart officer in the person of Captain Wm. Miller. Captain Miller entered the army as a private soldier of the "Gay Gordons" and served with them in South Africa, sharing in the defence of Ladysmith, and the fighting which preceded the siege, and got his commission in the South Staffords early in 1900, and served with them till the close of the war; (Queen's medal with four clasps, and King's medal with two clasps). He was transferred to the Middlesex Regiment about four years ago with the rank of captain, to which he was specially promoted.

Mr. Hodgson Liddell, who has been painting for a year past in China, has secured the unique privilege of entry to the Summer Palace, Peking. Report says it was only obtained after months of petitioning first the Chinese Foreign Office, and then the late Empress-Dowager, who finally accepted a picture, and gave the permission. Mr. Liddell is lodged within the Palace Gate, and pending his stay is a kind of State prisoner, but entertained by the Imperial Government. When he wishes to work a procession is formed of officials and troops, and he passes with it through lines of soldiers to his subject, which he paints, surrounded by a cordon of the latter. All work when done has to be submitted to the Court for approval, and photographs of it are taken for preservation as State records.

FANCY DRESS BALL
AT AMOY.

(From Our Own Correspondent.)

AMOY, January 3.
The fancy dress ball given by the members of the Amoy Club took place on New Year's Eve, and was in every way an unqualified success. The ball was very well attended, and it would be ridiculous to choose between the many beautiful and original dresses that were worn. At midnight a ring was formed, everyone joining hands and singing "Auld Lang Syne." Dancing was kept up until two o'clock, one of the most enjoyable dances held for many a year came to an end. The music was supplied by several ladies who did their work excellently and to whom many thanks are due.

An extremely dainty and attractive wall calendar has been issued by the N. Y. K. Japanese Mail Steamship Co. It is beautifully lithographed in colour, silver and gold, and the admirable cover study with figures is appropriately conceived.

NO POISON.
CHAMBERLAIN'S Cough Remedy has been declared absolutely free from any injurious substance by Government and expert chemists, and authorities have no hesitancy in giving it to the smallest infant. For all colds, all spasms and rheumatism.

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CHAMPAGNE.GEORGE GUILLEBERT
(OUR SPECIAL BRAND).

This Wine has been specially put up for us. It will be found very favourably compared with many other brands.

Per Case, 24 Pint Bottles. £2.

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Hotels.

KING EDWARD HOTEL

A HIGH-CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.
PRIVATE BAR AND BILLIARD ROOMS.
Hot and Cold Water throughout.
Electrically Lighted.Electric Fans (if required).
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TABLE D'HÔTEL at SEPARATE TABLES.
Toile Address: VICTORIA, Hongkong.
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Hongkong, October 2, 1908. 1352VICTORIA HOTEL,
SHAMMEEN, CANTON.Manager: Mr. H. H. HAYES.
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Hongkong, September 2, 1908. 1214

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A.B.C. Code, 4th Ed.Electric light, hot and cold water throughout;
Billiards, tennis, croquet, putting green and fire staining for business.

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Hongkong, September 1, 1908. 1208

VICTORIA CINEMATOGRAPH.

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GARMENT MANUFACTURERS.

LONDON, NEW YORK, BOSTON,

MELBOURNE, SYDNEY.

WEDNESDAY, JANUARY 6, 1898.

THE CHINA MAIL.

THE ITALIAN CALAMITY.

KING EDWARD APPRECIATES BRITISH GALLANTRY.

(Exclusive Service supplied by Reuter, via Bombay.)

London, January 5.

King Edward has telegraphed his keen appreciation of the British fleet's energy and gallantry in giving help to the sufferers in the Italian earthquake.

The British Government is considering the grant of a contribution to assist in the measures for alleviating distress, but the fact of the recess delays the decision.

(Reuter's Service to the China Mail: Copyright protected under Ordinance 3 of 1894.)

London, January 5.

The American Red Cross Society has telegraphed to Rome a sum of \$490,000 towards the funds being raised for the relief of sufferers, and Congress has voted an extra \$300,000 to cover the cost of supplies already sent in two transports, and which were originally intended for the American fleet.

London, January 6.

His Holiness the Pope has visited the earthquake refugees in the Vatican Hospital, which stands on Italian ground, thus passing an area wherein he enjoys extra territoriality.

ROYAL VISIT TO BERLIN.

(Reuter's Service to the China Mail: Copyright protected under Ordinance 3 of 1894.)

London, January 6.

Their Majesties' state visit to Berlin has been fixed for the second week in February.

YUAN SHI-KAI'S DISMISSAL.

SITUATION REGARDED AS SERIOUS.

British Representations to China.

(Reuter's Service to the China Mail: Copyright protected under Ordinance 3 of 1894.)

London, January 6.

Reuter is informed that the British Government regards the situation arising from the dismissal of Yuan Shikai as a serious one. Sir John Jordan, H.B.M. Minister at Peking, is communicating with the Foreign Office on the question of making representations to China.

MORE DENUNCIATIONS AT PEKING.

IMPENDING DISMISSAL OF YIANG SHEE-SHIANG.

(Wah Tsu Yat Po's Service.)

PEKING, January 5.

Yang Shih-shiang, the Viceroy of Chihli, having been denounced, the Prince Regent intends to dismiss him and appoint Shen Chun-hsien, the ex-Viceroy of Canton, to become his successor.

It is said that certain officials have been deputed to make enquiries and report on the behaviour of Chu Shih-cheung, the Viceroy of Manchuria, who was denounced by a censor for alleged bad administration.

Shih Shu is now regarded as the most influential of all the Grand Councillors.

Liu Ting Shen, the Director of Peking University is now denounced as being incompetent.

SEQUEL TO ANHUI REBELLION.

(Wah Tsu Yat Po's Service.)

PEKING, January 6.

Hsia Shing-ki, the Commander of the Battery of Artillery which rose in rebellion in Anhui, has been captured in Wai Shing.

THE PEAK MURDER.

The Peak murder case was resumed to-day before the Chief Justice, Sir Francis Pigott, at the criminal sessions. Mr. Calton addressed the jury for the defence, and the case was adjourned.

ALLEGED NEGLECT OF DUTY.

W. Allison, a submarine fleet Captain of Japanese origin, the Marine Corps, today before Commander Read, R.N., the Adjutant General, India, was adjourned.

The evidence was to the effect that Captain was drunk and would not do his duty and created a disturbance with his men.

THE STRAITS OPIUM REPORT.

EXCESSIVE INDULGENCE NOT GENERAL.

Government Control by Monopoly Recommended.

(From Our Own Correspondent).

London, January 6.

Official publication of the Straits Opium Report has been sanctioned.

The report finds that excessive indulgence in the habit is only in isolated cases, and that there has been no increase either in excessive or moderate use of the drug. Neither has there been any increase of evils.

The report recommends Government control by monopoly, and suggests certain regulations regarding women and children.

The report is a unanimous one, but there is a personal note by the Bishop of Oldham upholding idealistic objection, and recommending a slow progression to ultimate prohibition through public feeling. He depreciates earnestly the upsetting of finance in dealing with the matter.

(From Our Own Correspondent).

Singapore, January 6.

Official authority to the publication of the Straits Opium Report was given to-day.

PRESIDENT CASTRO'S ILLNESS.

A DANGEROUS OPERATION PERFORMED.

(Exclusive Service supplied by Reuter, via Bombay.)

London, January 6.

President Castro has been operated upon simultaneously for complaints of the bladder and the intestines. The operation, which was of a dangerous nature, is considered successful.

SERVIAN MINISTER'S SPEECH.

REPORTED AUSTRIAN DEMAND FOR APOLOGY.

(Reuter's Service to the China Mail: Copyright protected under Ordinance 3 of 1894.)

London, January 5.

It is stated in the "Wiener Zeitung" that the Austrian Minister at Belgrade has been instructed to demand an apology for the speech made by the Servian Minister in the Skupstina on January 4th and that unless the apology is readily and promptly tendered there will be a rupture.

SUSPECTED SUICIDE AT AMOY.

(From Our Own Correspondent).

Amoy, January 5.

Mr Farrow, many years resident in Amoy as manager of the China Mutual Insurance Company, is reported to have shot himself this afternoon. He was not quite 40 and leaves a widow.

NEW SOLICITOR ADMITTED.

Before the Chief Justice Sir Francis Pigott, at the Supreme Court, this morning, the Hon. Mr. H. E. Pollock, K.C., instructed by Mr. Wilkinson, of Messrs Wilkinson and Grist, moved that Mr. Montgomery Reader Harris be admitted to practice as a solicitor.

Hon. Mr. Pollock said that perhaps he might be permitted to supplement the information on the papers by stating that Mr. Harris comes of a good legal stock. His maternal grandfather was a prominent solicitor in London and had filled the post of president to the Incorporated Law Society in London. Mr. Harris was a son of Mr. Reader Harris, K.C., a well known figure of the Parliamentary Bar. Mr. Harris had won his honours and degree in law at Oxford and had come out here to join the firm of Messrs Wilkinson and Grist as managing clerk. The papers had been filed showing that Mr. Harris had been enrolled as a solicitor in England.

His Lordship—The papers are in order and we have much pleasure in admitting you. The Court feels quite sure you will be a credit to the distinguished stock to which you belong and the distinguished firm to which you have been appointed.

Mr. Harris thanked His Lordship for his kind words.

[Mr. Reader Harris K.C., father of Mr. M. Reader Harris, was born on July 6, 1874, being the oldest son of the late Mr. Richard Reader Harris, Chief Constable of Worcester. This distinguished K.C. married Miss Mary G. Brastow, only daughter of Mr. R. Brastow, Mr. Reader Harris was the founder of the Polytechnic League and its publications and the "Tonic" of life, and many small books on various subjects. His chief occupation is teaching, in which he is highly regarded by his pupils.]

The evidence was to the effect that Captain was drunk and would not do his duty and created a disturbance with his men.

MARRIAGE OF MR. H. L. FLETCHER.

News was received on Tuesday that Mr.

H. L. Fletcher, a member of the well-known firm of Messrs. Carrimah and Clarke and a Government and Lloyd's Surveyor, had been married in San Francisco to Miss A. L. Robertson, eldest daughter of Mr. J. Robertson of Nairn, Scotland. The ceremony was performed by the Rev. Dr. Ford. Mr. Fletcher left for the United States, a few weeks ago to enjoy a brief holiday in England.

THE SANITARY BOARD.

Mr. R. O. Hutchison presided over the fortnightly meeting of the Sanitary Board on Tuesday afternoon. There were also present Hon. W. Chatham, Colonel Bedford, Hon. Mr. E. A. Irving, Registrar General, Hon. Mr. E. A. Hewitt, Mr. A. Shelton Hooper, Mr. H. Humphreys, Mr. Lau Chu Pak, Dr. Pearce, Medical Officer of Health and Mr. A. Gibson, secretary.

COMPLAINT AGAINST CONTRACTOR.

Mr. A. Shelton Hooper said that, as the complaints against the Kowloon conservancy contractor in the orders of the day for the last meeting had been taken confidentially and it was suggested that some one would be criminally implicated, he moved that the minutes be now made public.

Mr. H. Humphreys seconded, and the resolution was agreed to.

The minute was to the effect that Mr. Hooper moved that the contractor be fined \$100 and be told that his carrying out of the contract would be carefully watched until the end of the year and that he would be fined \$25 for each breach of the provisions in his contract.

Mr. Lau Chu Pak seconded, and the resolution was agreed to.

CORRESPONDENCE.

INHUMAN METHODS.

(To the Editor of the CHINA MAIL.)

Sir.—We have heard a great deal lately to the necessity for destroying rats and mice with a view to decreasing the spread of bubonic plague and other ills and I presume we all agreed as to the wisdom of this step.

The point to which I would desire to direct the attention of your readers, however, is in the manner in which these animals are destroyed.

After luncheon to-day I met a servant who with a rod just captured. I asked how it was he killed and he informed me that the custom was to put the rat into boiling water.

I appealed to one of the officials of the Establishment and then learned that this was the customary manner of killing the rats.

Fortunately two of his superiors appeared on the scene at this moment and instructions were at once given that in future all rats and mice should be drowned in cold water.

No doubt all householders here are endeavouring to keep down the rats in their houses, but probably few know how these unfortunate creatures when captured are destroyed, and my experience of this affair makes me wish to bring the matter before the public.

The usual custom among a certain class of servants is to amuse themselves by taking a kettle of boiling water, slowly pouring this over the wretched little animal while still in the cage, enjoying its agony as it runs from side to side endeavouring to escape the torture inflicted. Another favourite form of killing rats is to soak them in kerosene oil and then set fire to them. I have personally obtained convictions here and elsewhere against servants (not my own I am glad to say) for killing rats by these methods.

I would now appeal to your readers to take such steps as may be necessary to ensure that any rats or mice caught on their premises be humanely destroyed.

Yours truly,

EDWARD A. HEWITT.

Edinburgh, January 5.

The usual custom among a certain class of servants is to amuse themselves by taking a kettle of boiling water, slowly pouring this over the wretched little animal while still in the cage, enjoying its agony as it runs from side to side endeavouring to escape the torture inflicted. Another favourite form of killing rats is to soak them in kerosene oil and then set fire to them. I have personally obtained convictions here and elsewhere against servants (not my own I am glad to say) for killing rats by these methods.

I would now appeal to your readers to take such steps as may be necessary to ensure that any rats or mice caught on their premises be humanely destroyed.

Yours truly,

EDWARD A. HEWITT.

Edinburgh, January 5.

NEW YEAR SPORTS AT AMOY.

(From Our Own Correspondent.)

Amoy, January 5.

Sports were held on the Lawns at Amoy on New Year's Day commencing at 3 p.m. The programme was the same as that arranged when the American Fleet was here, and which had to be postponed on account of the rain. The Potato Race was won by Mrs Howard. Messrs Fletcher and Livingston came in first in the Three-Legged Race, and the Gymkhana Race went to Mr. and Mrs. Lee. The Girls and Boys (Handicap) under twelve was won by John Beattie. Mr. and Mrs. Giles carried off the Bottle Race. An extra event was a Hundred-Yards Dash, which was won by Mr. H. Anderson of the Anglo-Chinese College. P. Cowper coming in a very good second.

AN INDIAN NOBLEMAN USES CHAMBERLAIN'S COUGH REMEDY.

YOU will see by the following that Chamberlain's Cough Remedy is a favorite in the press as well as with the Indian people in India. For the past year we have been getting large supplies of Chamberlain's Cough Remedy, mainly for myself but for friends and relatives. I cannot say enough in praise of this remedy. It is a never failing cough and cold medicine and I always keep a supply of it in my house and in His Highness's, the Eliza Rajah's palace. It is one of my traveling companions. I shall never feel tired of recommending it as I have been doing in the past.—N. Rong Ho, Private Secretary to His Highness, the Eliza Rajah of Travancore. For sale by all chemists and druggists.

Mr. Harris thanked His Lordship for his kind words.

[Mr. Reader Harris K.C., father of Mr. M. Reader Harris, was born on July 6, 1874, being the oldest son of the late Mr. Richard Reader Harris, Chief Constable of Worcester. This distinguished K.C. married Miss Mary G. Brastow, only daughter of Mr. R. Brastow, Mr. Reader Harris was the founder of the Polytechnic League and its publications and the "Tonic" of life, and many small books on various subjects. His chief occupation is teaching, in which he is highly regarded by his pupils.]

The evidence was to the effect that Captain was drunk and would not do his duty and created a disturbance with his men.

TURF TOPICS.

Yesterday morning some of Mr. Mody's ponies were galloped. Taking into consideration the condition of the course, which was wet and heavy with the rain, the times were good. The outside course was used and all were put over the same distance—three-quarters of a mile.

The small black Derby griffin did the best time, covering the distance in 1m. 42 secs., and finishing in 324 secs. for the last quarter. Of the three old ponies that galloped, Mystic's performance was the best, his time being 1.45, last quarter 33. York Rose's time was 1.48, last quarter 33. Spring Rose (winner of the Derby in 1897) was slower, taking 1.52 to traverse the distance, and 30 seconds for the last quarter.

This morning a considerable amount of galloping was done—on a course which was still heavy. Both courses were used but the majority of the gallops were taken over the grass, a few only choosing the sand. All the following times are of performances done on the outside course.

Hockcomb and Earthquake, one mile, 37.

1m. 1.60, last quarter 33.

Pinto, half mile, 39, 1.52.

Double Zero, half mile, 39, 1.13.

Panjab, one mile, 31, 1.16, 1.14, 2.19.

Mr. Friesland's sub., half mile, 39, 1.15.

Mr. Friesland's grey sub., half mile, 39, 1.07, last quarter 32.

Mr. Friesland's bay Derby Achilles, half mile, 3.07.

Mr. Hough's dapple Dhu and Admiral Lambton's sub., half mile, 37, 1.14.

Mr. Seth's grey sub., three quarters, 45, 1.29, 2.04.

Mr. Seth's bay sub., one mile, 34, 1.13.

Mr. Mody's sub. and Mr. Christiani's sub., one mile, 37, 1.17, 2.31.

Mr. Mody's blue Derby, with white star, three quarters, 45, 1.17, 1.43.

Mr. Mody's grey sub., one mile and a quarter, last mile, 34, 1.16, 1.53, 2.28.

Mr. Toog's big grey Derby, half mile, 38, 1.11.

Mr. Toog's small grey Derby, half mile, 40, 1.16.

Mr. Toog's grey sub., one mile 2.26, first three quarters 1.63, last quarter 33.

Mr. May's sub. and the General's sub. both took 1.14 to cover half a mile.

Admiral Lambton's sub. and Mr. Hough's sub., three quarters, 42, 1.18, 1.57.

Mr. Anton's sub. and Mr. Gresson's chestnut sub., three quarters, 38, 1.14, 1.49.

Mr. MacDonald's rear sub., one mile and a quarter, last three-quarters, 36, 1.18, 1.51.

During the morning, as I stated last Saturday,

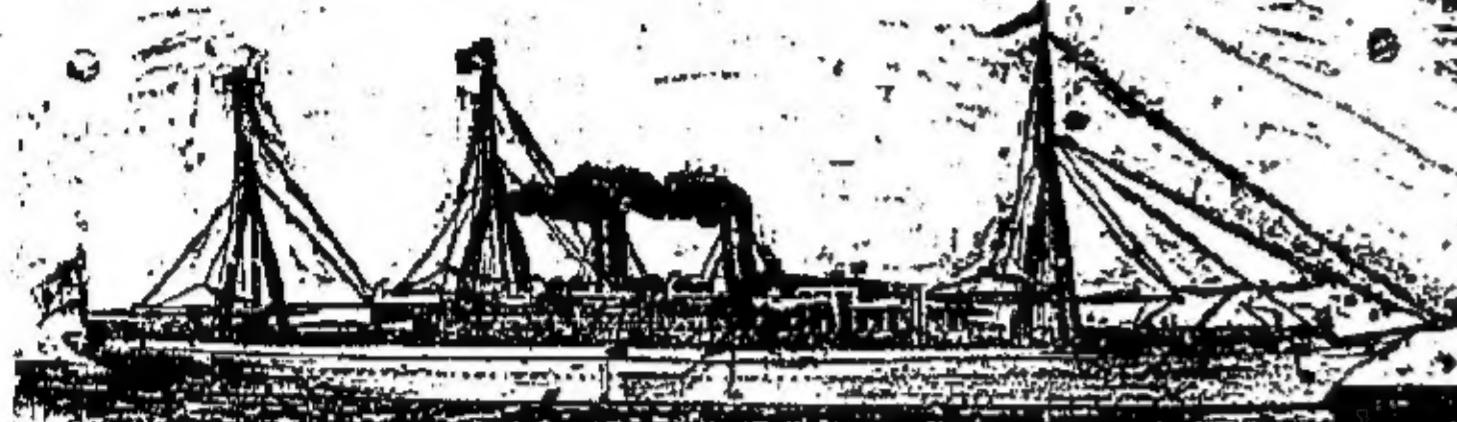
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| FOR | STEAMERS | TO SAIL ON | REMARKS |
| (DELHI | | about 7th | Freight and Passage. |
| SHANGHAI,..... | Capt. J. D. ANDREWS, R.N.R. [Jan. 1908.] | | |
| LONDON, via USUAL PORTS | ASSAYE..... | 11 NOON, 9th | See Special Capt. C. L. DANIEL [Jan. 1908.] Advertisement |
| LONDON & ANTWERP | NIJE..... | about 13th | Freight and Port Said & MARETTELLA |
| VIA STONE, PANG, C.H.D. | Capt. E. P. MARTIN, R.N.R. [Jan. 1908.] | | Passage. |
| SHANGHAI, MOJI, KOBE | MALTA..... | about 16th | Freight and YOKOHAMA..... |
| YOKOHAMA..... | Capt. H. POWELL [Jan. 1908.] | | Passage. |

E. A. HEWITT, Superintendent.
P. & C. S. N. Co.'s Office.

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The only Line that MAINTAINS a Regular Schedule Service of 12 Days across the PACIFIC is the EMPRESS LINE. SAVING 5 TO 10 DAYS OCEAN TRAVEL. 12 DAYS YOKOHAMA TO VANCOUVER.

21 DAYS HONGKONG TO VANCOUVER.

(Subject to alteration).

R.M.S. EMPIRESS OF JAPAN ... 6000 TONS LEAVE HONGKONG ARRIVE VANCOUVER SATURDAY, Jan. 16, 1908. Feb. 5.

EMPIRESS OF CHINA ... 6000 TONS SATURDAY, Feb. 13, Mar. 6.

MONTEAGLE 5183 TONS TUESDAY, Mar. 2, Mar. 6.

EMPIRESS OF INDIA ... 6000 TONS SATURDAY, Mar. 13, April 2.

EMPIRESS OF JAPAN ... 6000 TONS SATURDAY, April 10, April 30.

EMPIRESS OF CHINA ... 6000 TONS SATURDAY, May 1, May 22.

EMPIRESS' Steamships will leave Hongkong at 7 A.M. 'MONTEAGLE' at 12 noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, sailing at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at Quebec with the Company's new palatial 'EMPIRESS' Steamship, 15,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York \$71.10.

Intermediates on Steamers, £40, " 242.

First-class rate to London includes cost of Meals and Berth in Sleeps Car while crossing the American Continent by Canadian Pacific Direct Line.

R.M.S. MONTEAGLE carries INTERMEDIATE Passengers only at intermediate rates, affording superior accommodation for that class.

Passenger booked through all points and AROUND THE WORLD, SPECIAL THROUGH RATES (first class only) granted to Missionaries, Members of the Naval Military, Diplomatic and Civil Services, and to European Officials in the Services of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates & Freight and Passage, apply to

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FOR MOJI, KOBE, YOKOHAMA, HONOLULU, SAN FRANCISCO and PORTLAND.

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP TONE CAPTAIN TO SAIL ON 1908.

+ ARABIA 4453 C. NEUMANN, 16th January, at 5 p.m.

Through Bills of Lading issued to Pan-Pacific Coast Points and all Eastern Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Agent.

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MESSAGERIES MARITIMES

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FORTNIGHTLY SERVICE TO AND FROM EUROPE,
Via SUEZ CANAL.FORTNIGHTLY SERVICE TO AND FROM JAPAN,
Via SHANGHAI.

FOR STEAMER CAPTAIN TO SAIL 1908.

SHANGHAI, KOBE AND POLYNESIEN, BROG. Jan. 18, p.m.

MARSEILLES, Via PORT, TONKIN, CHARONNE, Jan. 19, at 1 p.m.

SHANGHAI, KOBE AND OCEANIEN, MAGEN. Feb. 1, p.m.

MARSEILLES, Via PORT, SYDNEY, REBUAT. Feb. 2, at 1 p.m.

TRANSSHIPPING on the Co. Steamers at SINGAPORE for BATAVIA, at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANTE, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON, via PARIS, from £27.10 up to £71.10. 20 hours railway from MARSEILLES to LONDON. Interceptors meet passengers on their arrival in MARSEILLES.

For further particulars, apply to

P. de CHAMPION, Agent,

QUEEN'S BUILDING.

Hongkong, April 10, 1908.

525

HAMBURG-AMERIKA LINIE,
HAMBURG.

EAST-ASIATIC FREIGHT SERVICE.

REGULAR SAILINGS FROM JAPAN, CHINA AND PHILIPPINES,
via STRAITS AND COLOMBO.

To HAVRE, BREMEN AND HAMBURG, AND TO NEW YORK.

MAKING cargo at through rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports.

And all NORTH AND SOUTH AMERICAN Ports.
Also via Aden or Port Said, by the Company's Arabian and Persian Service to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG.

Outward.

For Shanghai, Yokohama & Kobe

1908

S.S. ANDALUSIA 14th Jan.

S.S. SLAVONIA 17th Jan.

S.S. SAXONIA 27th Jan.

S.S. SPRINTA 18th Feb.

For PORT SAID, BOMBAY, etc.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, April 10, 1908.

526

Homeward.

For Rotterdam & Hamburg

1908

S.S. ISTRU 2nd Jan.

S.S. BARCELONA 2nd Jan.

S.S. GERMANY-FAETSI 22nd Jan.

S.S. SAVANNA 23rd Jan.

S.S. ANDALUSIA 23rd Feb.

Hongkong, April 10, 1908.

527

Shipping.

PACIFIC MAIL S.S. CO.

TOYO KISEN KAISHA

U.S. MAIL LINES.

VIA HONOLULU.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE;



SEMI-TROPICAL ROUTE.

Only line taking the warm SOUTHERN Route across the PACIFIC, via HONOLULU, on Oahu, the most fertile and beautiful island of the PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMERS SAILING DATES

| | | |
|------------|-------------|-------------------------------|
| * MONGOLIA | 27,000 TONS | SATURDAY, 9th Jan., at Noon. |
| TENYO MARU | 21,000 " | TUESDAY, 13th Jan., at Noon. |
| KOREA | 18,000 " | SATURDAY, 23rd Jan., at Noon. |
| NIPON MARU | 11,000 " | TUESDAY, 27th Jan., at Noon. |
| SIBERIA | 18,000 " | TUESDAY, 16th Feb., at Noon. |
| CHINA | 10,200 " | TUESDAY, 23rd Feb., at Noon. |
| MANCHURIA | 27,000 " | TUESDAY, 2nd Mar., at Noon. |
| CHIOU MARU | 11,000 " | TUESDAY, 9th Mar., at Noon. |
| ASIA | 3,000 " | SATURDAY, 16th Mar., at Noon. |

* The s.s. ASIA and CHINA carry intermediate passengers only at intermediate rates, affording superior accommodation for that class.

Hour of sailing from Hongkong 12 o'clock Noon, unless otherwise specifically stated.

* Twin Screw. * Triples Screw Steamer.

RECORDED FAST TRIPS.

Yokohama to San Francisco, etc. KOREA, 18,000 tons. September 16-27th 1908; 11 days, 11 hours and 5 minutes.

San Francisco to Honolulu, etc. SIBERIA, 18,000 tons. August 16-20th, 1908; 4 days, 19 hours.

San Francisco to Yokohama, etc. SIBERIA, calling at Midway Islands and Honolulu en-route, August 16th, 1908, 18 days, 15 hours.

Yokohama to San Francisco, etc. SIBERIA, 18,000 tons, Oct. 13th to 23rd, 1908; 10 days, 10 hours and 25 minutes.

THE P. M. Steamship MONGOLIA will be despatched from Hongkong to SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 3rd January, 1908, at Noon, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japanese Ports, to San Francisco, to Atlanta and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's connecting Steamers.

For further Information as to Passage and Freight apply to the Agency of the Company, KING'S BUILDING.

S. SILVERSTONE, Agent.

SAILINGS SUBJECT TO ALTERATION.

STEAMERS SAILING DATES

| | | |
|--|----------|--------------------|
| SHANGHAI | YOCHEW | JAN. 7, Daylight. |
| CHINKIANG | LINAN | JAN. 7, Daylight. |
| CHINKIANG | HANCHOW | JAN. 7, Daylight. |
| WINGPO & SHANGHAI | CHINAN | JAN. 7, at 4 p.m. |
| CHINKIANG | NEWCHENG | JAN. 7, at 4 p.m. |
| SAMARANG & SOURABAYA | TIENTHEN | JAN. 11, at 3 p.m. |
| MANILA | MANILA | JAN. 12, at 3 p.m. |
| ZAMBOANGA, P.I. DARWIN | DARWIN | |
| THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE | CHANGSHA | JAN. 31, at 4 p.m. |
| SYDNEY, MELBOURNE, with transhipment for TASMANIA, NEW ZEALAND,ADELAIDE, FREMANTLE & PERTH | | |

MANILA STEAMERS & TIENTHEN STEAMERS have superior Passenger accommodation, with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

AUSTRALIAN STEAMERS have separate accommodation, with Electric Light and Electric Fans in the State-rooms. A duly qualified Surgeon is carried.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze & Northern China Ports.

M.R.—REDUCED SALOON FARES, Single and Return, To Manila and vice versa.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 35.

Hongkong, November 17, 1908.

THE DEFENCE OF BRITAIN.

Whether Lord Roberts' speech has sufficiently aroused the English people to make them give a little more thought to the question of National Defence remains to be proved. What with Tariff Reform and the Licensing and Education Bills the British elector is rather "fed up" with domestic politics but it is exceedingly doubtful if he will turn with any relief to the unpleasant subject of invasion, and the still more dreadful question of compulsory service or training. The only hope is for men like Lord Roberts and Lord Milner to go on driving hard, and they and other good men and true, working with them, may eventually be able to hammer some of the varieties they have been expounding into the wooden block which represents the head of the ordinary citizen whenever he is confronted by matters of defence.—The Overland Mail.

FOR THE MANILA CARNIVAL—Feb. 2nd to 8th, 1908.

Special reduced fare of \$50 for Return Passengers will be issued for our Sailings to Manila on the 29th January, and 5th February, available for 30 days from date of issue. Passengers taking out Class tickets are exempt from the Head Tax.

Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking cargo on through Bills of Lading to Yangtze Ports, Chao-tung, Tsin-tzuin & New-chow.

Taking cargo on through Bills of Lading to Kudat, Lehad, Data, Simporan, Tawau, Umaran, Jesselton and Labuan.

WEDNESDAY, JANUARY 6, 1909.

THE CHINA MAIL.

Shipping.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON,

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

| STEAMERS to COLOMBO | Leave HONGKONG | Connecting Steamers from COLOMBO to MARSEILLES & LONDON | Due at MARSEILLES (Brindisi) 2 days earlier | Due at PLYMOUTH (London 1 day later) |
|---------------------------|-------------------|---|---|---|
| ASSAYE.....7500 | Jan. 9 | Saturday, 1909 | Saturday, 1909 | Saturday, 1909 |
| DELHI.....8000 | Jan. 23 | INDIA.....8000 | Feb. 6 | Feb. 19 |
| DEVANHA.....8000 | Feb. 6 | VICTORIA.....7000 | Feb. 6 | Feb. 27 |
| MEDITERRANIA.....10000 | Feb. 20 | MOREA.....11000 | Mar. 6 | Mar. 18 |
| DETA.....8000 | Mar. 6 | MOUNTAIN.....10000 | Mar. 20 | Mar. 27 |
| MACEDONIA.....10600 | Mar. 20 | CHINA.....8000 | April 3 | April 10 |
| DELHI.....8000 | April 3 | (through steamer) | April 17 | April 24 |
| DEVANHA.....8000 | April 17 | MALWA.....11000 | May 1 | May 8 |
| | | MONGOLIA.....10000 | May 15 | May 22 |

Passengers change steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PONTE SANTO. Accommodation in the connecting steamer from COLOMBO is arranged in Hongkong at time of booking.

In addition to the above Mail Steamers the following:-

INTERMEDIATE (NON-TRANSIT) STEAMERS

WILL LEAVE FOR

LONDON,

CARRYING SALOON PASSENGERS AT REDUCED RATES.

| STEAMERS | Leave HONGKONG | Due at LONDON |
|-----------------|--------------------|------------------|
| NILE.....7000 | about (1908) 13 | about 28 |
| SUNDA.....5000 | Jan. 27 | March 13 |
| NYANZA.....7000 | 10 | March 27 |
| MALTA.....6000 | Feb. 24 | April 10 |
| MORE.....7000 | March 10 | April 24 |

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.

* Carry 1st and 2nd Saloon Passengers.

For further particulars, apply to

E. A. HEWETT,
Superintendent.

212

THE EASTERN &
AUSTRALIAN
MAIL
SERVICE
TO AUSTRALIA.

MAIL SCHEDULE.

(SUBJECT TO MODIFICATION).

| STEAMERS | ARRIVE HONGKONG FROM AUSTRALIA. | LEAVE HONGKONG FOR AUSTRALIA. |
|---------------|------------------------------------|----------------------------------|
| EMPIRE..... | 14th Dec. | 6th January, 1909. |
| EASTERN..... | 11th Jan., 1909. | 4th February. |
| ALDENHAM..... | 8th Feb. | 4th March. |

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, November 2, 1908.

1497

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon amability, Electric Light—Perfect Cuisine—Surgeon and Stewardess carried—all the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

| Steamship. | Tons. | Captain. | For | Sailing Dates. |
|-------------|-------|-----------------|---------|----------------------------|
| RUBI..... | 2640 | R. W. Almond... | Manila | SATURDAY, Jan. 1, at Noon. |
| ZAFIRO..... | 2640 | R. Rodger | Manilla | Jan. 16, at Noon. |

For Freight or Passage, apply to

hewett, Tomes & CO.

JAVA-CHINA-JAPAN LIJN
REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

| STEAMER | FROM | EXPECTED ON OR ABOUT | WILL LEAVE FOR | ON OR ABOUT |
|----------------|-------|----------------------------|----------------|----------------------------|
| TJIMAHU..... | JAVA | First half of January. | SHANGHAI | First half of January. |
| TJILIWONG..... | JAPAN | First half of January. | JAVA | First half of January. |
| TJIKINTI..... | JAVA | Second half January. | JAPAN | Second half of Jan. |
| TJILATJAP..... | JAVA | First half of February. | SHANGHAI | First half of February. |
| TJIBODAS..... | JAVA | Do. | JAPAN | Do. |
| TJIPAMAS..... | JAVA | Do. | SHANGHAI | Do. |

THE Steamers are fitted throughout with Electric Light and have accommodation for all classes of Saloon Passengers, and will take Cargo to all Native Dwellings throughout the Philippines and India.

The services of the Company extend to the

JAVA-CHINA-JAPAN LIJN.

Hongkong, November 2, 1908.

1497

Shipping.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

S.S. 'MACEDONIA',
10,500 tons.

CAPTAIN C. D. BENNETT, R.N.R.

THIS THROUGH MAIL STEAMER FOR
MARSEILLES AND LONDON, Via BOMBAY.

WILL leave Hongkong on MARCH 20th, 1909, staying at Bombay 24 hours only and is due to arrive at—

MARSEILLES... April 17th.

LONDON... April 24th.

FARES TO LONDON.—

1ST Saloon.....£71.10 Single. £106.14 Return.

2ND ".....£48.8 "

For further Particulars apply to

E. A. HEWETT, Superintendent.

Hongkong, November 25, 1908.

1509

NOTICE TO CONSIGNEES

Notice to Consignees

THE OCEAN STEAMSHIP
CO., LTD.
AND
THE CHINA MUTUAL
STEAM NAVIGATION
CO., LTD.

Notice to Consignees.

CONSIGNEES of Cargo ex

THE OCEAN STEAMSHIP
and THE CHINA MUTUAL STEAM
NAVIGATION COMPANIES' steamers
are hereby notified that on and after 1st JANUARY,1909, all cargo ex these steamers
will be landed into HOLT'S
WHARF, KOWLOON, which
will be open from that date to
receive and store cargo.For Storage Rates and other particulars
apply to

BUTTERFIELD & SWIRE,

AGENTS:

THE OCEAN STEAMSHIP CO., LTD.
THE CHINA MUTUAL STEAM
NAV. CO., LTD.
HOLT'S WHARF.

Hongkong, December 14, 1908. 1632

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

PACIFIC MAIL STEAMSHIP CO.

NOTICE TO CONSIGNEES.

NOTICE TO CONSIGNEES

